

## Shrewton Parish Council

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Date 2<sup>nd</sup> May 2019

### **The Planning Act 2008 – Section 89 and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 8, Rule 13 and Rule 16**

### **Application by Highways England for an Order Granting Development Consent for the A303 Amesbury to Berwick Down**

### **Written representation from Shrewton Parish Council**

Sent electronically [A303Stonehenge@planninginspectorate.gov.uk](mailto:A303Stonehenge@planninginspectorate.gov.uk)

#### STATEMENT

Shrewton Parish Council endorse Highways England's Proposal for the A303 Amesbury to Berwick Down (Stonehenge) Scheme.

The current single carriageway A303 is operating at over 84% of it's calculated capacity on a daily basis, and during Bank Holiday periods, and for the August Holiday period this rises to over 120%, with Westbound traffic queueing for nearly 5 miles back from West Amesbury, with journey times for this distance taking up to 2¾ hours. The situation is virtually identical for Eastbound traffic. There is daily reference to traffic congestion, and extended journey times for this section of the A303 on local radio.

This inevitably leads to traffic diverting off the A303, with all the alternative routes, bar none, transiting Shrewton via the 4 roads that converge on the village, with the 2 'B' roads being that narrow that footpaths are barely in evidence.

The traffic volumes we are talking about are well above what one would describe as reasonable, and have been supported by the Atkins Traffic Routeing Survey carried out in 2014. Recent statistics, from a S.I.D. Traffic counter one of the 'B' roads coming into Shrewton, and this is just one way showed approximately **1900** vehicles passing in one day where, in the 1980's one would have only reasonably expected 200.

The closure of the short section of the A344 that ran past the Stonehenge Monument, in June 2013, has only exaggerated the 'rat-running' problem we have at Shrewton; this road carried approximately 8000 vehicles in either direction and was a direct link between the A303, and the

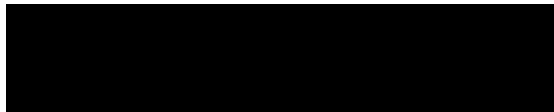
A360, and it would be fatuous to imply that the road's closure would not have had an effect on local traffic.

Community Speed Watch Teams consistently report 100+ vehicles passing in their half hour monitoring sessions, which underlines the traffic issues we have. In addition, we have little respite from the length of time the 'rat-running' traffic transits our village; Easter Monday 2019, Eastbound vehicles diverting off the A303 at Winterbourne Stoke started to come through Shrewton at approximately 0930, and this continued until nearly 2300, more than 13hours later.

Highways England have identified this issue, and highlighted this in their Objectives summary for the Scheme, and also correctly focussed on the issues of accidents, and air quality.

It is this context that we feel that our village's situation is being overlooked; **not**, I hasten to add by Highways England, but by the certain Objectors to the Scheme who claim, without even anecdotal evidence, let alone empirical, that irreparable damage will be done to hitherto undiscovered archaeology, or even the World Heritage Site itself.

Yours sincerely

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Mrs Nikki Spreadbury-Clews  
Clerk  
On behalf of Shrewton Parish Council